

THE GLOBE-REPUBLICAN.

The FORD CO. GLOBE, Established 1877.
The FORD CO. REPUBLICAN, " 1886. Consolidated, 1899.

DODGE CITY, KANSAS, THURSDAY, JULY 25, 1901.

TWENTY-FIFTH YEAR. VOL. XXIV, NO. 42.

COMMISSIONERS' PROCEEDINGS.

Adjourned Meeting of the County Commissioners.

Board of County Commissioners met pursuant to adjournment, July 15, 1901, at 9 a. m. Present, full Board.

On motion county treasurer was authorized to accept face of tax plus 6 per cent per annum interest on sw $\frac{1}{2}$ section 17-23-26, \$3.00 for assignment of certificate on lot 6, block 32, Dodge City.

Face of tax plus 6 per cent per annum interest on sw $\frac{1}{2}$ section 34-23-26.

Face of tax plus 6 per cent per annum interest on sw $\frac{1}{2}$ section 12-26-26.

Face of tax plus 6 per cent per annum interest on sw $\frac{1}{2}$ section 11, twp. 25, range 21, \$4.00 for assignment of certificate on lot 6, block 33, Dodge City.

\$6.00 for assignment of certificate on lot 4, block 33, Dodge City.

\$15.00 for assignment of certificate on lots 3, 4, 5 and 6, block 40, Dodge City.

\$5.00 for assignment of certificate on lots 181 and 182, block 70, Dodge City.

Face of tax, plus 6 per cent per annum interest on nw $\frac{1}{4}$ section 14, twp. 25, range 21, \$4.00 for assignment of certificate on lot 1, block 1 and 2, and sw $\frac{1}{2}$ section 18-25-23 and nw $\frac{1}{2}$ section 23-25-24.

The following bills were presented and on motion allowed:

Ida May Clough, nurse Mrs. Hartwell, \$7.50

material and clothing, 15.00

Scalp bounty in the amount of \$13.00 was allowed.

E. B. Driskill, transcript Lucas case, \$ 6.00

G. F. McKinney, guard small box case, 10.00

Wm. Wilkinson, house rent, Mrs. Carlock, 8.00

Geo. S. Potter, cleaning drain pipes, 2.50

Geo. D. Barnard & Co., supplies, 12.81

S. Dodsworth Book Co., supplies, 8.00

Geo. Preston, hauling supplies small box case, 2.00

Frank Evans, setting glass in court house, 50

J. L. Finley, fees Bowen case, 5.00

J. C. Baird, acct. stenographer's fees, 2.00

On motion, petitions for vacating roads Nos. 129 and 130 and remonstrance against same were laid over, and Board decided to view said roads July 20, 1901.

On motion, road petition of Frank Hessman, et al., was laid over. On motion Board adjourned to meet July 19, 1901, 9 a. m.

S. P. REYNOLDS, County Clerk.

July 19, 1901, 9 a. m. Board met pursuant to adjournment. Present full Board.

Petition praying for the establishment and opening of a road on the line between sections 4 and 5, township 29, range 21, commencing 100 feet south of the center of the track of the Chicago, Rock Island & Pacific Ry., thence running north following the section line to north line of said township 29, was presented to the Board of County Commissioners signed by S. D. Aulls and 36 other citizens and householders of Bucklin township, and sworn to by the County Clerk of Ford County. The Board of County Commissioners after fully examining the petition and bond presented find the petition is a legal one and that the place where the road is to be established and opened is a practical place for a public highway and do further find that the owners of the land over and through which this road is to be located have donated in writing, the land for use of the public, which written donations together with the petition are on file in the office of the County Clerk. It is therefore ordered by the Board that the viewing of such location be dispensed with that the road be established as prayed for to-wit: Beginning at a point between sections 4 and 5, township 29, range 21, one hundred and sixty feet south of the center of the main track of the Chicago, Rock Island & Pacific Railway, thence running north following the section line to the north line of said township 29, and the same is declared open and the County Clerk is hereby ordered to direct to note such location on the road record of his office.

Petition praying for the establishment and opening of a road, to-wit: Beginning at the north end of Kansas Avenue in the town of Bucklin, according to the recorded plat thereof, thence running east and west along the public road running east and west along the north line of the section 5, township 29, range 21, was presented to the Board of County Commissioners signed by S. D. Aulls and 36 other citizens and householders of Bucklin township, and sworn to by the County Clerk of Ford County. The Board of County Commissioners after fully examining the petition and bond presented find the petition is a legal one and that the place where the road is to be established and opened is a practical place for a public highway and do further find that the owners of the land over and through which this road is to be located have donated in writing, the land for use of the public, which written donations together with the petition are on file in the office of the County Clerk. It is therefore ordered by the Board that the viewing of such location be dispensed with, that the road be established as prayed for to-wit: Beginning at the north end of Kansas Avenue in the town of Bucklin, according to the recorded plat thereof, thence running east and west along the public road running east and west along the north line of section 5, township 29, range 21, and the same is declared open and the County Clerk is hereby ordered to direct to note such location on the road record of his office.

A petition duly and properly signed praying that a road be vacated, was duly presented to the Board; the road or part of the road sought to be vacated is described in said petition as follows: commencing at a point 100 feet south of the center of said highway to-wit Main Street where the same crosses over the center-line of the right of way of the Chicago, Rock Island & Pacific Railway in the town of Bucklin, and thence north to the road along the north line of section 5, township 29, range 21, which petition to vacate is accompanied by a good and sufficient bond as provided by law, duly signed by two of the petitioners.

That the Board after having been fully advised in the matter does find the petition to

EAST END NOTES.

From the Spearville News, July 19.
Miss Edie Diehl expects to go to Pennsylvania in company with Mrs. Krom. They expect to start Saturday.

Wheat is testing better than was expected, nearly all running from 57 to 61 pounds. The yield is usually as good as was expected.

Baird & Dorsett sold the NE $\frac{1}{4}$ of Sec. 4-26-22 to F. Klenke, Jr., and the W $\frac{1}{2}$, 12-26-23 to Collingwood Bros., of Pretty Prairie. The Collingwoods now have about 1,500 acres of land near here.

Frank Bogart and family came up from Arlington, Sunday night, to see if he could get pasture for several hundred head of cattle. He says the pastures are completely dried up in their locality. He succeeded in getting a pasture southwest of Dodge.

Rev. T. B. Paramore has secured the services of Sister M. Tiedeman, of Denver, who is well known on the Spearville circuit, to hold meetings at Liberty beginning September 6th, and continuing ten days. She will also hold some meetings at one or two other points on the circuit. Commence praying for a gracious outpouring of the Holy Spirit. God hath chosen the weak things of this world to confound the mighty.

GRAY COUNTY NEWS.

From the Cimarron Sentinel July 18.
D. Francisco purchased 350 native calves and yearlings at Kansas City at \$2 per cwt.

Havens, the painter, has moved to Dodge City, where he expects to get plenty of work.

The Vison Land Co. received 500 head of fine Missouri native steers Saturday. They were purchased on the Kansas City market at \$2.93 per cwt.

By consulting our "legal hook" the other day, we discovered that twenty-five persons had made final proof on land in Gray county since January 1, 1901.

County Attorney Brice has recently added some splendid volumes to his law library. Attorneys tell us that Harry has one of the best libraries in the state.

Dr. G. W. Holmebeck has sued the county for the full amount of his bill—\$101.80—for attending Wm. Shay while injured. The case will come up for hearing before Justice Einsel on the 29th.

Commissioner Wetlick has been at Kansas City all week watching for "snaps" on the cattle market, but at last reports had not bought anything. Vinson writes that the rush is over and prices are gradually climbing up again.

On motion by the Board of County Commissioners, Thursday, August 15th, was designated as the date for the destruction of Russian thistles and other noxious weeds.

Watch out for prairie fires. The future of the live stock industry in this country almost depends upon the preservation of the grass—for unless rain comes soon to revive and mature forage crops cattle and horses must live on the range until green grass comes again. It is true some have fed which was left over from last year, but very few have sufficient to tide them over a long, hard winter, with no grass. Hence the importance and necessity of protecting the grass. The range is in splendid condition and stock is doing fine, but a few raging fires with heavy late rains would bring disastrous results—meaning thousands of dollars to the people of this section. Soak all your surplus matches in water for three days before using.

"I wish to truthfully state to you and the readers of those few lines that your Kodol Dyspepsia Cure is without question, the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations. John Beam, West Middlesex, Pa. No preparation equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. Amos & Gwinner.

To California for \$52.00

Round trip from Dodge City, August 6 and 20, September 3 and 17. Through tourist sleepers Chicago and Kansas City to Los Angeles and San Francisco; also chair cars. Personally conducted excursions. Homeseekers traverse by this line the rich San Joaquin Valley. Visit Grand Canyon of Arizona en route Santa Fe. FRED GARDNER, Agent, Dodge City, Kas.

BUCKLIN BREEZES.

From our Regular Correspondent.
—J. B. Milford of the Banner, took the flyer and made a flying trip to Dodge City and back on Monday.

—Mr. Willard Kimball of Neodesha, Kansas, spent a few days with Joe Baldwin's family. He left here Monday evening.

—On Friday July 19, No. 24, on the main line was derailed some eighteen miles southwest of Liberal, which delayed it about ten hours.

—Miss Stella White and Mr. Bert, who have been visiting at the home of G. W. Trexler, left for St. John, Kansas, Monday evening.

—S. E. Coons is going on crutches, or rather one crutch and cane, the result of a collision between his foot and the old cow's foot. Sam seems to have come out second best in the encounter.

—Miss Leah De Cow, who has been at the St. Charles Hotel for some months, left here Monday evening for Greensburg. From there she will in few days go to her home at Meade.

—A cattleman from old Missouri brought in a bunch of cattle from that sun dried land to find pasture for them in this short grass country and he found it. The cattle are in pasture at Will Swartout's.

—L. M. Taylor, shipped one ear of cattle and one of hogs to Kansas City Tuesday morning. Will Boedecker went with the stock. Mr. Taylor would have gone with them himself but that Mrs. Taylor is on the sick list. She has been sick for quite a while but is improving now.

—Abe Cook is one man in this part of the country that is not frightened out of his boots because of a little dry weather, but is going right along building a new residence on his farm northwest of Bucklin. Mr. Cook will raze the old house to the ground and build an entire new house. It will be more convenient and substantial than the old one.

—Riley McMillen who has been on a ranch near Point of Rocks, in Morton county stopped off one day in Bucklin to renew old friendships and to take one day's rest on his weary pilgrimage to the Modern Mecca, where all discontented home seekers, townsie boomers, sooners, and various others too numerous to mention, are bound to at this time, the U. S. land office at El Reno, Oklahoma.

—D. W. Haynes has demonstrated the fact that he is good for something else besides waiting on customers in the store, by donning his old clothes and getting upon the roof of Fisher & Hayne's new store building and painting it. It requires some nerve for a man to go right out of the store and upon to a roof to work in the sun such weather as we had last week but Dan had the proper amount to carry him through.

—Mrs. H. C. Sillett and Mrs. Wilson and Miss Ollie Sillett, her daughters, came in Friday from their home at Willard, Kansas. They are visiting with Mrs. E. Tarbox. Mrs. Sillett and family are well known here having settled here in 1885 or 6, and lived here almost continuously since that time until about four years ago when they moved to Willard, their present home, and where Mr. Sillett has a position as pumper for the Rock Island R. R. Co.

—S. E. Coons has put in wagon scales in front of his store and is prepared to weigh anything now from a pound of feathers to a car of coal. Sam says, "satisfaction guaranteed or money refunded." We are satisfied that they are correct for we tried them this morning. We were weighed three years ago and of course remembered just how heavy we were, and when we stepped onto Sam's scales and found that they balanced in the same old notch. We were satisfied that they were correct.

—We don't give much rail road news in these items because we don't know much. We hear a whole lot but then we think that it is better not to know so much than it is to know so much that isn't so, but one thing we do know, our train service is not just what we would like it to be. No 23, the passenger, and mail train from the east being from one to four hours late almost every day and No. 61 the local freight is worse.

—Ernest M. Hamilton of Bellfountain, Ohio, stopped a few hours here on Friday. He and his brother own two fine quarter sections in this vicinity. Mr. Hamilton has not been here before for about five years and he expressed surprise at the advancement that the country had made in that time and says

that he feels greatly encouraged as to the future of this part of "Uncle Sam's" possessions. As to the present drouth he says that we are in much better shape here than they are in many places east of here.

—Last Sunday being a nice warm day, our better half invited me to a private picnic, consisting of me twain and prince. As I had not had an outing for a long time I was rather inclined to accept the invitation, but when she told me that she would take me hence to a place where there were trees, real live trees with leaves on them and a "babbling brook," with fishes in it, (not the fish that you get at the store in little tin boxes but real live ones sporting in the water) then we remembered having seen such things in our boyhood days and thinking that in would make us feel like a boy again (I know better now) I was fully persuaded and we went. We struck out south. We thought we would count the gates that we had to open on the way but we didn't. There were too many of them. After a drive of some hours more or less, we struck what appeared to be a town, but my wife informed me that it was the home ranch of the Drake cattle Co. I looked again, then I knew it was not a town, there were not enough dogs and there were no loafers there, but it is a daisy place and from here goes out the controlling force that controls one of the largest cattle ranches in this part of the country. After passing the ranch we drove a short distance we get there to the trees and the brook all just as she had told and the fishes were there too, but the boy wasn't; it was the old man still.

With the exception of a few untoward incidents such as breaking the water jug and spilling all of our drinking water the boss of the expedition running amuck, a snake, etc., the few hours that we spent in the grave were pleasant. When the time came to start on the return trip, we loaded ourselves and other traps into the buggy and started out, stopped at the ranch and got a drink of the best water that we ever tasted, at least it seemed so to us. As stated in the start it was a nice warm day, in fact we realized in before we had proceeded very far on the home stretch that it was decidedly warm but we made the trip home all right. Did we have a good time? Well, perhaps, but we don't want any more picnic this summer.

A short time ago two negroes were arrested in Kansas City charged with having committed an assault on a white girl and pounded her escort into a state of insensibility. While the negroes were in jail a mob assembled and only the most determined effort on the part of the officers saved them from being lynched. At the trial of the suspected negroes the alleged victims of the assault told so many conflicting stories that there was no reliance to be placed in anything they said and the prisoners were discharged. Both the girl and the young man admitted they had lied and there was no evidence to connect the negroes, that a short time before had barely escaped lynching, with the assault. This only adds another to the many cases where mobs have been at fault and when allowed to carry out their purpose have lynched men who had no connection whatever with the crime of which they were suspected. Another case in point was the lynching of a negro in Indiana a short time ago for a crime to which another negro afterwards confessed, completely exonerating the negro who was lynched. Such cases are frequent, but that they will in any way be heeded when the hot blood of passion and revenge is aroused in a mob no one for a moment believes.—Hutchinson News.

What would be thought of a merchant who only opened his store at rare or irregular intervals? Yet, that is the way some merchants advertise. The necessity for advertising every day is hardly less than the necessity for opening the store every day.

The coal chutes are being remodeled to accommodate the drop-bottom, forty-ton coal cars, and will soon be ready for business. The incline leading to the top of the chutes is very steep, and the cars will be hauled up with an endless chain by a gasoline engine. Hitherto from ten to fifteen men have been employed at the chutes unloading coal, but as soon as the new structure is completed only one man will be required to do the chuting work. In time, corporations will probably be able to dispense with common labor altogether. Only one man will be needed to press the button, and the "machine" will do the rest.—La Junta Tribune.

A head-on collision occurred near the round house, at 2:30 a. m., Saturday, between No. 7 train and a "light" engine occupying the main track. The passenger train was entering the city and was running at nearly full speed. Both engines were somewhat injured and the platform of one of the front cars was smashed. The passengers were considerably jolted. The baggage master had his knee mashed, being caught between a safe and a big trunk. The Pullman conductor received a scalp wound. The fireman was bruised on the shoulder, hip, leg and eye. The engineer of the light engine reversed his engine as soon as he saw the danger, but not in time to avert the accident. The engine, however, ran west as far as the city limits, where it "died." Four tramps occupied places on the wrecked platforms of the cars but they escaped without particular injury.

The Best Prescription for Malaria Chills and Fever is a bottle of GROVE'S TASTELESS CHILL TONIC. It is simply iron and quinine in a tasteless form. No cure—no pay. Price 50c.

RAILROAD NEWS.

—Conductor B. C. Jones has returned from Denver.

—Foreman Hasty has returned from the mountains.

—John Huser is confined to his bed with bowel trouble.

—A detachment of the 14th U. S. Infantry went west Sunday morning, en route from Fort Leavenworth to Fort Grant, Arizona.

—Harve Evans has arrived from Colorado and will remain a short time. He was in the hospital at Denver for a short time, but is regaining his health.

—There was a small sized wreck on the Santa Fe at Sherleek Thursday just after dinner. A brake beam coming loose and falling derailed four cars. The track was cleared in a few hours. The train was in charge of Conductor McElwain.

—Conductor Justatt, coming east, Saturday, met with an accident at Midway. A broken journal in a car ahead of a heavily loaded coal car was the cause of throwing ten cars off the track. Seventy cars were in the train, half the cars being loaded. Mr. Justatt jumped out of the caboose window and was injured on head, left hand and right leg.

—The Santa Fe is not only using oil as fuel on its lines west of Albuquerque, but is also using it to sprinkle the tracks with, thereby keeping down the dust and making the trip through Arizona deserts a pleasant one. The cost of sprinkling the tracks with oil amounts to about \$50 a mile. The Santa Fe has already oiled about 1,500 miles of its roadbed.

—The rear brakeman on passenger train No. 1 disappeared somewhere between Cimarron, Kan., and Lakin, Thursday morning. His lantern, time card, and an overturned campstool were found on the rear platform, and it was thought for several hours that he had fallen off the train and either been killed or seriously injured. He was heard from later in the day, however. The train pulled out too quick for him and he got left at Garden City.—La Junta Tribune.

A wreck occurred on the Chicago, Rock Island & Pacific railroad seventeen miles southwest of Liberal, July 19. The through freight and passenger train No. 24 jumped the track, ditching five cars and tearing up the track badly. No cause is known as yet, but it is thought the rails spread, as the track is new. Two men who were beating their way were dangerously hurt. The coaches did not leave the track and no passengers or trainmen were injured. A relief train went out from Liberal to bring in the passengers and mail.

The small boys, it appears, have been having fun with the Santa Fe company, but have come to the conclusion that it is a dangerous game. For some time it has been known that somebody has been entering the Santa Fe ice house, and coaches left in the yards here have been entered through locked doors. It was also discovered that someone had possession of switch keys. City Marshal Nicholson has been questioning a certain crowd of small and larger boys. He was getting so close upon their track that they became frightened, and the marshal secured several Santa Fe keys which had "just been found."—Hutchinson News.

The coal chutes are being remodeled to accommodate the drop-bottom, forty-ton coal cars, and will soon be ready for business. The incline leading to the top of the chutes is very steep, and the cars will be hauled up with an endless chain by a gasoline engine. Hitherto from ten to fifteen men have been employed at the chutes unloading coal, but as soon as the new structure is completed only one man will be required to do the chuting work. In time, corporations will probably be able to dispense with common labor altogether. Only one man will be needed to press the button, and the "machine" will do the rest.—La Junta Tribune.

A head-on collision occurred near the round house, at 2:30 a. m., Saturday, between No. 7 train and a "light" engine occupying the main track. The passenger train was entering the city and was running at nearly full speed. Both engines were somewhat injured and the platform of one of the front cars was smashed. The passengers were considerably jolted. The baggage master had his knee mashed, being caught between a safe and a big trunk. The Pullman conductor received a scalp wound. The fireman was bruised on the shoulder, hip, leg and eye. The engineer of the light engine reversed his engine as soon as he saw the danger, but not in time to avert the accident. The engine, however, ran west as far as the city limits, where it "died." Four tramps occupied places on the wrecked platforms of the cars but they escaped without particular injury.

The Best Prescription for Malaria Chills and Fever is a bottle of GROVE'S TASTELESS CHILL TONIC. It is simply iron and quinine in a tasteless form. No cure—no pay. Price 50c.

WALL PAPER, PAINT AND OIL
—AT—
CITY DRUG STORE.
Cameras, Kodaks and Supplies always on hand.
RATH & BAINBRIDGE.